



November 19, 2007

Mr. Patrick O'Day
President
O'Day Consultants Inc.
2710 Loker Avenue West, Suite 100
Carlsbad, CA 92008-6603

Re: Pavilion Shopping Center, 06-O-0390.001 (Revised)

Dear Mr. O'Day:

This is in response to your request for a supplemental airspace impact analysis of the property identified as the Pavilion Shopping Center located in Oceanside, California.

We have reviewed the above referenced property site against Federal Aviation Regulation (FAR) Part 77 (14 CFR 77); FAA Order 8260.3B, the United States Standard for Terminal Instrument Procedures (TERPs), and FAA Order 7400.2E, Procedure For Handling Airspace Matters, and offer the following.

A shopping center site plan dated 10-1-07 was provided to indicate planned building locations and heights. Several points, considered indicative of potential points where FAA Obstruction criteria may be exceeded, were selected based on proximity to the Oceanside Airport Runway 28, and overall structure height. These points appear on the enclosed map.

Based on elevation provided in the Elevation Exhibit dated October 1, 2007, we have calculated the following maximum approvable heights for sixteen (16) reference points selected randomly for review.

As in the previous study, the runway 28 Departure Slope presented the primary Operational limitation. The Obstruction Standards Levels are included for those points that are below the respective proposed building heights.

Point O #1	44 feet AGL – OBS Standard-24 feet AGL
Point O #2	38 feet AGL – OBS Standard-20 feet AGL
Point O #3	37 feet AGL – OBS Standard-22 feet AGL

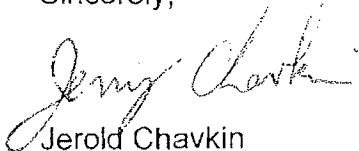
Point O #4 30 feet AGL
Point O #5 39 feet AGL – OBS Standard-23 feet AGL
Point O #6 57 feet AGL – OBS Standard-33 feet AGL
Point O #7 62 feet AGL
Point O #8 52 feet AGL
Point O #9 139 feet AGL (Horizontal Surface)
Point O #10 84 feet AGL
Point O #11 79 feet AGL
Point O #12 109 feet AGL
Point O #13 135 feet AGL (Horizontal Surface)
Point O #14 138 feet AGL (Horizontal Surface)
Point O #15 28 feet AGL – OBS Standard – 12 feet AGL
Point O #16 28 feet AGL – OBS Standard – 12 feet AGL

FAA Obstruction Standard criteria which, if exceeded, would be considered by the FAA to be a Presumed Hazard requiring an extended study to determine the impact of any structure on aviation safety. To the extent that a structure in these areas does not exceed the operational limits, they may be approved.

Building points on the attached Elevation Exhibit O #4 (+10 feet) and O #5 (+1 foot) are compromised by the Departure Slope surface. The south end of the associated building (highlighted) would also exceed the Departure Slope (+2 feet).

Over all, it appears that there is a significant portion of the site plan, except for the points noted above, that will afford suitable structure locations at the heights shown on the site plan. It is also necessary that all proposed structures are kept clear of the Runway Protection Zone. This is the opinion of Aviation Systems, Inc.

Sincerely,



Jerold Chavkin
Vice President, Airspace Operations

Attachments

Copy

05-1115



Mr. Patrick O'Day
 President
 O'Day Consultants Inc.
 2710 Loker Avenue West, Suite 100
 Carlsbad, CA 92008-6600

Date: May 10, 2005
 ASI #: 05-O-0340.001
 Site ID: Pavilion Shopping Center
 Location: Oceanside, CA

Dear Mr. O'Day:

This is in response to your recent request for an airspace impact analysis of a property identified as the Pavilion Shopping Center, Oceanside, California.

We have reviewed the above referenced property site against Federal Aviation Regulation (FAR) Part 77 (14 CFR 77); FAA Order 8260.3B, the United States Standard for Terminal Instrument Procedures (TERPs), and FAA Order 7400.2E, Procedure For Handling Airspace Matters, and offer the following.

Attached are two Exhibits, A and B. Exhibit A depicts Areas A, B, and C which are derived from applying operational criteria which, if exceeded, would be considered by the FAA to constitute a Hazard to Air Navigation. Area A is a Departure Slope of 22:1 which rises from the Runway 24 elevation of 28 feet AMSL. At the nearest point of the property, any structure would be limited to 21 feet AGL. At the furthest point of the property, any structure would be limited to 138 feet AGL (may not exceed 178 feet AMSL). Area B is a 7:1 Slope which rises from the side of the Departure area and would limit any structure to less than 148 feet AGL. Area C is a Flat Surface which is within the Airport Horizontal Surface. Structures up to 178 feet AMSL could be approved.

2510 West 237th Street • Suite 210 • Torrance, CA 90505
 Tel: 310.530.3188 • Fax: 310.530.3850 • Email: asi@aviationsystems.com • www.aviationsystems.com

copy

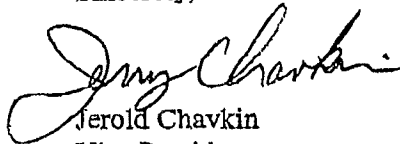
O'Day Consultants Inc.
May 10, 2005 - Page Two

Exhibit B depicts Areas D and E which are derived from applying FAA Obstruction Standard criteria which, if exceeded, would be considered by the FAA to be a Presumed Hazard requiring an extended study to determine the impact of any structure on aviation safety. To the extent that a structure in these areas does not exceed the operational limits, they may be approved. Area D is an Approach Slope of 34:1 which rises from the Primary Surface elevation of 28 feet AMSL. At the nearest point of the property, any structure could be limited to 16 feet AGL. At the furthest point of the property, any structure could be limited to 88 feet AGL. Area E is a 7:1 Slope which rises from the side of the Approach area and could limit any structure to less than 148 feet AGL.

To summarize, those portions of the property nearest the runway will be impacted by FAA airspace protection standards. In addition, the Airport Land Use Compatibility Plan may impose more restrictions. The shaded area depicted on Exhibit B is the airport Runway Protection Zone (RPZ). Its function is "to enhance the protection of people and property on the ground" as defined in airport design documents.

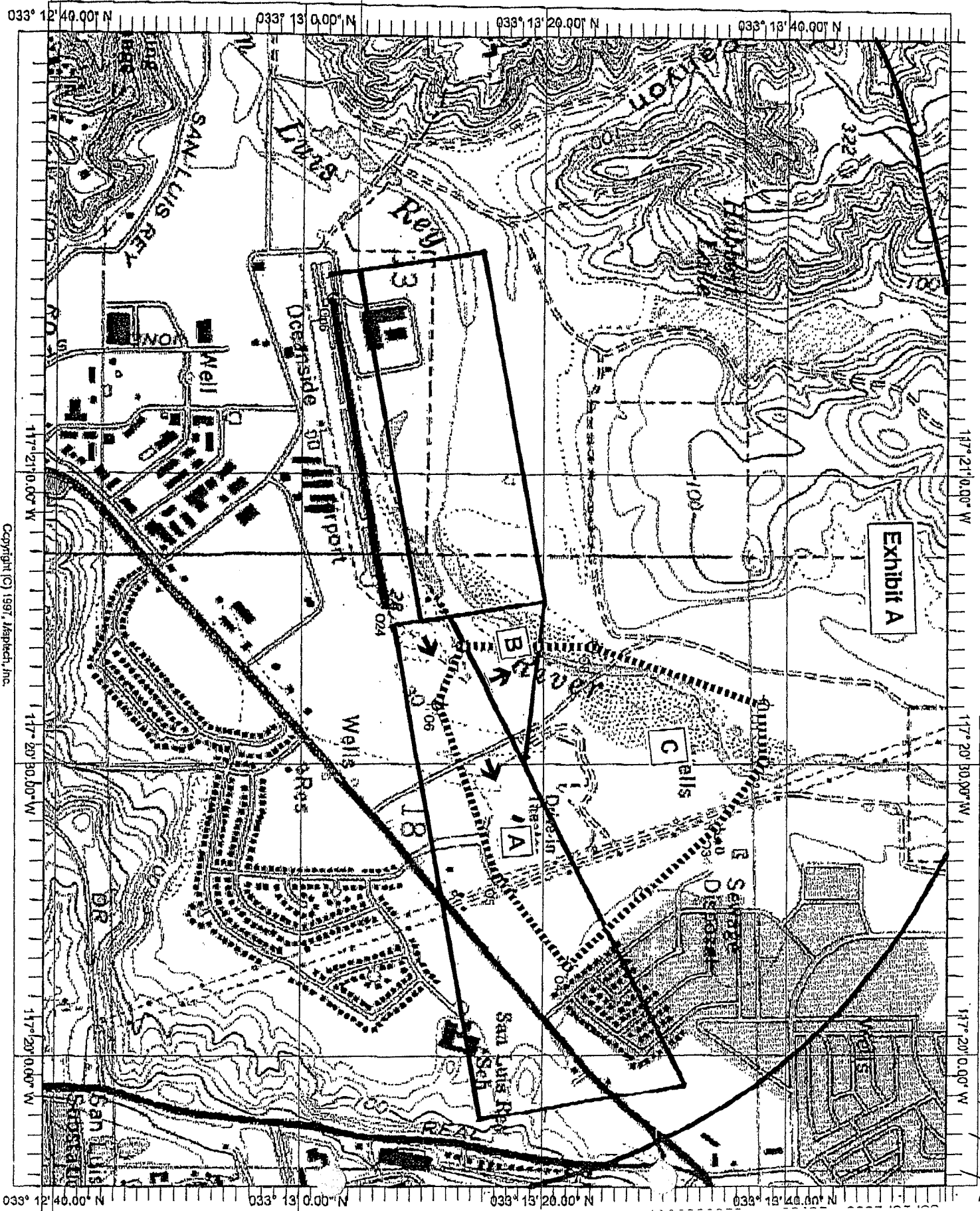
Over all, it appears that there is a significant portion of the property that might afford suitable structure locations. This is the opinion of Aviation Systems, Inc.

Sincerely,



Jerold Chavkin
Vice President
Airspace Operations

Attachments



05-1113 / 9